

Evaluation Table

The cost and impacts of the Build Alternatives are summarized below:

	TSM	Low Inv. BRT	Med Inv. BRT	High Inv. BRT	Low Inv. LRT	Med Inv. LRT	High Inv. LRT
Capital cost (\$2007 in millions)	\$82	\$386	\$580	\$1,088	\$1,206	\$1,220	\$1,635
Annual operating and maintenance costs (\$2007 in millions)	\$14.6	\$17.3	\$17.3	\$15.8	\$26.4	\$25.0	\$22.8
Average weekday ridership (Year 2030)	16,900	40,000	51,800	58,900	59,300	62,600	68,100
New riders per day (Year 2030)	8,200	11,400	15,300	17,700	18,200	19,200	20,500
FTA cost-effectiveness measures (cost per hour of user benefit)	--	\$18.24	\$14.01	\$19.34	\$26.51	\$22.82	\$23.71
Travel time in 2030 from Bethesda to New Carrollton (minutes)	108	96	73	59	62	59	50
Historic properties affected	0	0	1	1	1	1	1
Number of households within ¼ to ½ mile of stations	Because all the alternatives have very similar alignments and station locations, the alternatives are not appreciably different in terms of markets served. One difference is that the High Investment Alternatives do not have a station at Fenton Street.						
Number of transit-dependent households within ¼ to ½ mile of stations							
Number of jobs within ¼ to ½ mile of stations							
Connectivity to other transit services							
Potential residential displacements	Single family homes	0	3	2	10	3	3
	Multi-family units	0	0	3	4	4	4
Potential business property displacements		0	2	8	8-9	16-18	16-18
Natural resources (wetlands, floodplains, streams)	Because all the alternatives have very similar alignments and station locations the impacts to these resources are not appreciably different between alternatives. The magnitude of the impacts is quite small relative to the length of the Purple Line corridor; for example the wetlands impacts range from 1 to 1.4 acres.						
Parklands, open space							
Noise	Transit operations	--	All BRT alternative are projected to have moderate noise impacts in the Silver Spring area.	None	None	None	
	Wheel squeal	N/A	N/A	N/A	N/A	Between 14 and 18 locations have been identified as potential sites for wheel squeal.	
Schools		--	All Build Alternatives would require some strip takes of property along roadways or the CSX right-of-way. No school or recreational activities would be affected.				
Design Options							
The Silver Spring/Thayer Avenue and Preinkert/Chapel Drive design options have cost and impacts similar to the High and Medium Investment Alternatives, respectively. The Silver Spring/Thayer Avenue design option has slightly larger impact to Sligo Creek Stream Valley Park, and has greater community impacts to the residents on Thayer Avenue. The Preinkert/Chapel Drive design option is less central to the University of Maryland Campus and would result in a greater change of visual character than the Campus Drive alternative.							



Welcome to the Purple Line Public Hearings!

Introduction

The Maryland Transit Administration (MTA), in conjunction with the Federal Transit Administration (FTA), is holding four public hearings on the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) just completed for the Purple Line. The Purple Line is a proposed 16-mile rapid transit line that would extend from Bethesda in Montgomery County to New Carrollton in Prince George's County. Different alignment options are being assessed in terms of estimated travel times and effectiveness, as well as ways to minimize potential impacts.

Public Hearings for the Purple Line will be held on the following dates (See fold-up panel for more details):

- Saturday, November 15, 2008
- Tuesday, November 18, 2008
- Wednesday, November 19, 2008
- Saturday, November 22, 2008

Purpose of Public Hearings

The purpose of these hearings is to allow the public an opportunity to review and provide comments on the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) that has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Historic Preservation Act. This document presents the project's purpose and need, an alternatives analysis, the affected natural and human environments, possible impacts and potential mitigation for the build alternatives. Public comments received at the hearings and during the 90-day comment period (October 17, 2008 to January 14, 2009), along with comments received from regulatory agencies, will be considered by the MTA in reaching an informed decision on the Locally Preferred Alternative.

Purpose of the Project

As the number of people and jobs in the area has increased, more people are traveling east to west and vice versa from Montgomery County to Prince George's County. This has resulted in highly congested roads with ever-increasing commuting times. The existing east-west bus services can be unreliable and slow. It is also difficult and time-consuming to get from many parts of the corridor to Metrorail. There are a large number of people in the area who rely on transit and many others who choose to take transit instead of driving.

The Purple Line will:

- Provide a high-quality, faster and more dependable east-west transit link that does not exist today
- Support economic development and strengthen and revitalize communities in the corridor
- Improve access to and connectivity to Metrorail, MARC, AMTRAK, and bus services
- Serve transit-dependent populations
- Provide the only opportunity to improve east-west transportation in the corridor
- Improve access to existing activity centers and planned commercial, office, and residential development in Bethesda, Silver Spring, Takoma/Langley, University of Maryland/College Park, and New Carrollton
- Provide a hiker-biker trail along the Georgetown Branch and CSX/WMATA corridor as part of the Capital Crescent Trail

Public Hearing Schedule

Saturday, November 15, 2008	Tuesday, November 18, 2008	Wednesday, November 19, 2008	Saturday, November 22, 2008
Open House Starts: 10:30 am	Open House Starts: 4:30 pm	Open House Starts: 4:30 pm	Open House Starts: 12:30 pm
Public Hearing: 11:00 am – 3:00 pm	Public Hearing: 5:00 pm – 9:00 pm	Public Hearing: 5:00 pm – 9:00 pm	Public Hearing: 1:00 pm – 5:00 pm
New Carrollton Municipal Center 6016 Princess Garden Parkway New Carrollton, MD 20784	National 4-H Youth Conference Center 7100 Connecticut Avenue Chevy Chase, MD 20815	Ritchie Coliseum University of Maryland Route 1 (Directly across from Rossborough Inn) College Park, MD 20742	Montgomery College Takoma Park/Silver Spring Campus Falcon Hall 7600 Takoma Avenue Takoma Park, MD 20912
All locations are ADA accessible. The MTA will provide a qualified interpreter to assist persons who are hearing impaired. Those who require linguistic translators or other special needs are urged to call 410-767-3694 at least one week prior to the first meeting to make such arrangements.			

Public Hearing Procedures

Please read over the following procedures in advance of the hearings.

- Elected and public officials will be heard first, and are requested to limit their statements to five minutes.
- At the hearing, people desiring to testify should register at the entrance to the hearing room, and will be called in order of registration, after any elected officials and pre-registrants have completed their testimony. Anyone present at a hearing may register at any time during the meeting. Individuals will only be allowed to sign themselves up to testify. Individuals who have spoken at a previous Purple Line Public Hearing will be required to allow first-time speakers the opportunity to speak first. An additional court stenographer will be available for those who wish to provide oral statements without an audience.
- Speakers are required to limit their statements to three minutes. In fairness to all attendees, speakers will not be allowed to donate any leftover time to other speakers.
- Any individual may appear and speak for him or herself, or if duly authorized, for any local civic group, organization, club or association, subject to the rules provided herein. Speakers should give their name and address. If representing a group, this information should also be given.

- In an effort to create a comfortable environment for all speakers, please do not applaud or comment on the speakers' statements. Attendees interrupting the proceedings will be asked to leave.
- Each person speaking before the audience must do so at the floor microphone. All statements will be recorded and transcribed by a court stenographer.
- If required, the Hearing Officer will announce any other specific rules governing this hearing.
- Comments can also be submitted in writing and left in the comment box provided.
- Additional prepared statements, or literature pertaining to the subject outlined in the AA/DEIS, may be submitted at the hearing or through the ways described in this brochure. These statements will be made part of the official hearing record if they include a legible name and address.

- At the hearing, all statements, oral or written, should be directed to the Hearing Officer and must be related to the subject matter of the hearing, as outlined in the AA/DEIS.

At the hearings, there will be informational displays about the Purple Line Project for the public to review starting 30 minutes prior to the hearing. The displays will remain available during the course of the hearing, and project staff will remain in the display area to answer any questions.

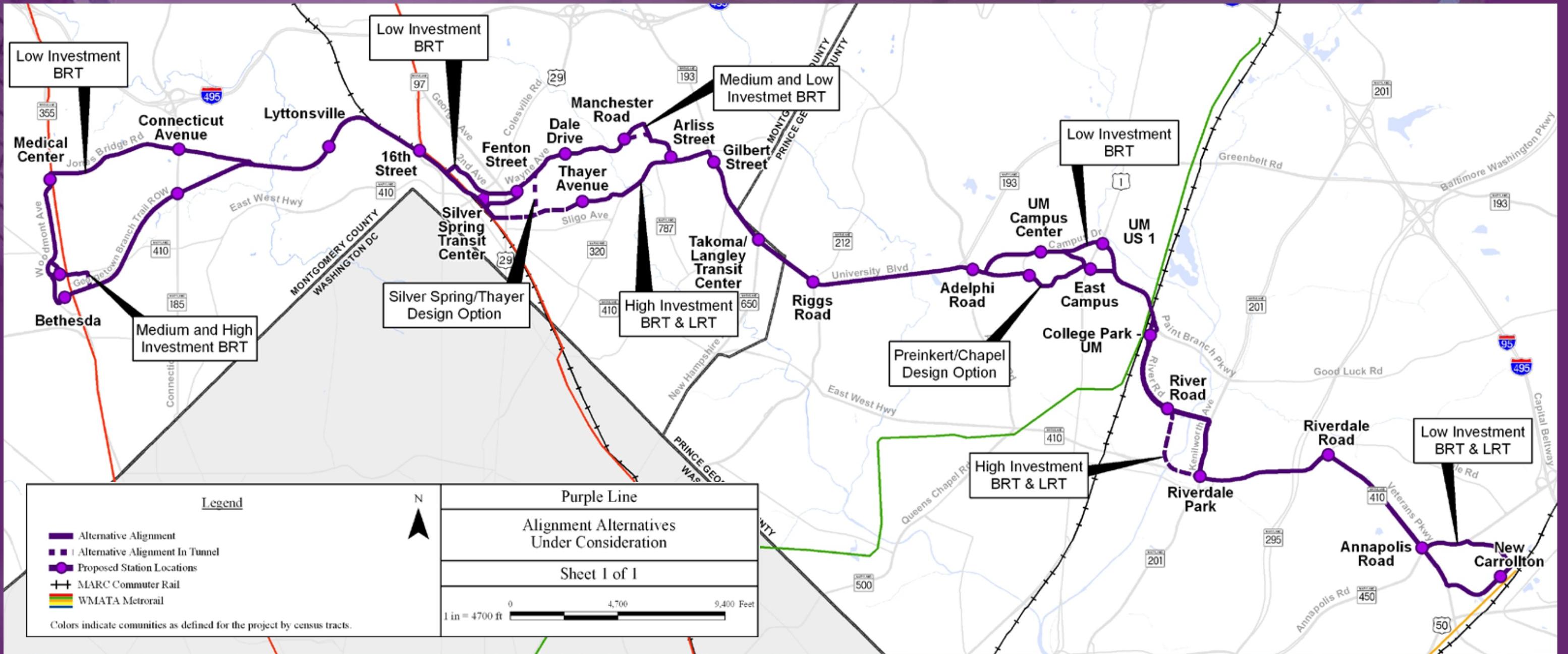
Project Goals and Objectives

Goal	Objectives
Increase Mobility and Improve Accessibility	<ul style="list-style-type: none"> Improve transit linkages to existing and planned economic development areas in the corridor Improve access to jobs in corridor Increase employers' access to labor pool Reduce transit travel times between major activity centers in the corridor Improve mobility for transit-dependent households Improve intermodal connections Construct a permanent multi-use trail from Bethesda to Silver Spring if the Georgetown Branch right-of-way is used for the transit alignment Link radial Metrorail lines for better transit system connectivity
Improve Transit Operations Efficiencies	<ul style="list-style-type: none"> Improve overall dependability and reliability of transit system in the corridor. Increase regional transit usage Improve feeder services and access facilities at existing and proposed stations appropriate for surrounding land use
Enhance Environmental Quality	<ul style="list-style-type: none"> Minimize and mitigate impacts to the natural and human environment in the corridor Provide a safe and attractive transit service that is compatible with local community character Support local, regional, and state policies and adopted Master Plans
Optimize Public Investment	<ul style="list-style-type: none"> Demonstrate that the overall benefits of the transit improvements warrant their capital and operating costs Support Maryland's Smart Growth strategy of supporting existing communities by targeting resources to support development in areas where infrastructure exists Improve east-west transit services
Support Local Plans for Economic and Community Development	<ul style="list-style-type: none"> Support of local and state land use plans for transit-oriented development at existing and proposed stations Support development and revitalization of major activity centers such as Bethesda, Silver Spring, Takoma Park, Langley Park, College Park, Riverdale Park, and New Carrollton Improve access to jobs in the region Enhance connections within communities in the corridor and to the entire region
Contribute to Attainment of Regional Air Quality Standards	<ul style="list-style-type: none"> Reduce automobile usage Support and facilitate energy conservation

How to Submit Comments

Please note that all comments, whether written, oral or electronic, carry the same weight in the AA/DEIS project deliberation. All comments received on or before January 14, 2009 will become part of the official record. Anyone submitting a comment must include their name and address. Comments can be submitted by:

- Providing written comments in the comment box provided at one of the public hearings;
- Giving oral testimony at one of the public hearings;
- Providing oral comments privately to a separate court stenographer at one of the public hearings;
- Writing to Diane Ratcliff, MTA Director of Planning at:
MTA Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202
- Submitting electronic statements to the Purple Line website:
www.purplelinemd.com
- Emailing purpleline@mtamaryland.com



Summary of Alternatives

The AA/DEIS evaluates a No Build Alternative, a Transportation Systems Management (TSM) Alternative, and six Build alternatives. A range of Build alternatives has been examined, from modest investments in shared-use roadways, to major investments in a dedicated guideway, grade-separated where necessary, to determine which alternative achieves the greatest mobility and related benefits, balanced against costs and impacts on communities and the environment. Two modes, BRT and LRT, were identified during the public scoping process as the most appropriate for this project.

Alternative 1: No Build Alternative assumes that no new improvements would be made to the transportation system in the corridor, other than the planned transportation projects that are assumed in the Constrained Long Range Plan of the Metropolitan Washington Council of Governments.

Alternative 2: TSM Alternative would include improved bus service in the corridor, a new through-route from Bethesda to New Carrollton replacing the existing WMATA J4 route, and overlaying service on portions of the WMATA F4/F6 routes between College Park and New Carrollton. A combination of limited stops and selected intersection and signal improvement strategies would be the core of service improvements. Standard buses would be used.

All of the **Build Alternatives** extend the full length between the Bethesda Metro Station and the New Carrollton Metro Station. The intent is that these alternatives, while all serving the same markets and providing improvements in the quality of the transit service through improved operating speeds and reliability, vary in the type of running way (shared, dedicated, or exclusive) and amounts of grade separation (tunnel or aerial structure).

Alternative 3: Low Investment BRT is mostly at-grade and operates in shared use lanes on existing roadways.

Alternative 4: Medium Investment BRT is generally at-grade, operates mostly in dedicated lanes, and is grade-separated at key areas.

Alternative 5: High Investment BRT operates largely in dedicated lanes, exclusive where possible, and is grade-separated at key areas.

Alternative 6: Low Investment LRT is mostly at-grade and operates largely in shared use lanes on existing roadways. There is minimal tunneling where steep grades require it.

Alternative 7: Medium Investment LRT is generally at-grade, operates mostly in dedicated lanes, and is grade-separated at key areas.

Alternative 8: High Investment LRT operates largely in dedicated lanes, exclusive where possible, and is grade-separated at key areas.

Definition of Alternatives Matrix

	Bethesda / Chevy Chase			Silver Spring			University Boulevard		UM / College Park			Riverdale Park			New Carrollton		
TSM Alternative	The TSM goes from the Bethesda Metro Station (north entrance) out to Woodmont Avenue to Montgomery Lane to East West Highway.	The TSM would operate in mixed traffic, with signal priority treatments implemented where possible to increase schedule adherence. Westbound buses could use existing right-turn lanes to bypass queuing at Jones Mill Road and 16th Street.	The buses would exit the SSTC along Ramsey Street, and follow Wayne Avenue in shared lanes to Flower Street. Buses turn right onto Flower Street, operating in shared lanes until Piney Branch Road. Signal priority would be provided, where possible.	The TSM service follows Paint Branch Parkway and River Road in shared lanes. The buses turn right on Kenilworth Avenue in shared lanes. The buses then turn left onto East West Highway into shared lanes. Buses could utilize existing right turn lanes at MD 410 / MD 295 ramp terminals to bypass queuing. Signal priority would be provided where possible.	The TSM services reach the New Carrollton Station via Harkins Road in shared lanes to arrive at the New Carrollton Metro Station.	TSM Alternative											
Alternative 3: Low Investment BRT	The transitway goes from the Bethesda Metro Station (north entrance) up Woodmont Avenue to Jones Bridge Road.	On Jones Bridge Road the buses are in shared lanes with queue jump lanes at key intersections.	At Jones Mill Road, the transitway joins the Georgetown Branch right-of-way. A permanent trail will be constructed along the south side of the transitway. There will be two new bridges over Rock Creek, one for the transitway, one for the trail.	At the CSX corridor, the transitway stays on the south side of the CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16th and Spring Streets at grade.	Transitway crosses CSX at Spring Street and continues on Second Avenue. Buses enter Silver Spring Transit Center from Ramsey Street.	The buses continue up Wayne Avenue in shared lanes, to Flower Avenue, then Arliss Street.	The transitway turns left on Piney Branch Road and then right on University Boulevard, both in shared lanes.	The buses pass through the University of Maryland campus on Campus Drive and cross US 1 at Paint Branch Parkway. Signal priority would be provided where possible. Westbound buses could utilize the existing right-turn lane at Paint Branch Parkway and US 1 to bypass queuing.	The TSM service follows Paint Branch Parkway and River Road in shared lanes. The buses turn right on Kenilworth Avenue in shared lanes. The buses then turn left onto East West Highway into shared lanes. Buses could utilize existing right turn lanes at MD 410 / MD 295 ramp terminals to bypass queuing. Signal priority would be provided where possible.	TSM service continues onto Veterans Parkway left on to Annapolis Road into shared lanes.	TSM service reaches the New Carrollton Station via Harkins Road in shared lanes to arrive at the New Carrollton Metro Station.	New Carrollton	Alternative 3: Low Investment BRT				
Alternative 4: Medium Investment BRT	The transitway begins with a one-way counter clockwise loop on Pearl St, East West Highway, Old Georgetown Road, with a stop at the Bethesda Metro Station (north entrance) Edgemore Lane, Woodmont Avenue onto Georgetown Branch right-of-way alignment. Under the Air Rights Building, there is a direct elevator connection to the Bethesda Metro Station (south entrance). The trail is on the north side of transitway from Pearl Street east.	The transitway follows the Georgetown Branch right-of-way. There will be two bridges over Connecticut Avenue, one for the transitway, and one for the trail, as well as two new bridges over Rock Creek. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road, the trail crosses to the south side of the transitway.	At the CSX corridor, the transitway stays on the south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16th and Spring Streets at grade.	East of Falklands Apartments, the transitway crosses over CSX tracks to arrive at the Silver Spring Transit Center.	The buses leave the CSX right-of-way on Bonifant Street at grade in dedicated lanes.	Wayne Avenue in shared lanes with added left turn lanes, to Flower Avenue, then Arliss Street.	The transitway turns left on Piney Branch Road and continues in dedicated lanes.	The buses turn right on University Boulevard, in dedicated lanes. All intersections are crossed at grade	The buses pass through the University of Maryland campus in dedicated lanes on Campus Drive.	At Regents Drive (the "M") the buses travel at grade in a new exclusive transitway through the parking lots adjacent to the Armory. At East Campus, the alignment crosses US 1 at grade on Rossborough Lane.	The transitway follows Paint Branch Parkway in shared lanes and enters the College Park Metro Station at the bus loop continuing on River Road in shared lanes.	The buses turn right on Kenilworth Avenue, both directions in dedicated lanes on the west side on the roadway.	The buses turn left at East West Highway in dedicated lanes.	Veterans Parkway in shared lanes. The crossing of Annapolis Road is at grade.	The buses turn left on Ellin Road into dedicated lanes to arrive at the New Carrollton Metro Station.	Alternative 4: Medium Investment BRT	
Alternative 5: High Investment BRT	The transitway begins with a one-way counter clockwise loop on Pearl Street, East West Highway, Old Georgetown Road, with a stop at the Bethesda Metro Station (north entrance) Edgemore Lane, and Woodmont Avenue on to Georgetown Branch right-of-way. Under the Air Rights Building, there is a direct elevator connection to the Bethesda Metro Station (south entrance). The trail is on the north side of transitway from Pearl Street east.	The transitway follows the Georgetown Branch right-of-way. There will be two bridges over Connecticut Avenue, one for the transitway, and one for the trail, as well as two new bridges over Rock Creek. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road the trail crosses to the south side of the transitway.	At the CSX corridor, the transitway stays on the south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16th and Spring Streets at grade.	East of Falklands Apartments, the transitway crosses over CSX tracks, to arrive at the Silver Spring Transit Center.	Tunnel from Silver Spring Transit Center to Wayne Avenue at Cedar Street	Wayne Avenue at grade in dedicated lanes, with a tunnel under Plymouth Street to Arliss Street.	The transitway turns left on Piney Branch Road and continues in dedicated lanes.	The buses turn right on University Boulevard in dedicated lanes, with bridges over key intersections, and an underpass at Adelphi Road.	The buses go through a tunnel under Campus Drive.	At Regents Drive (the "M") the buses travel at grade in a new exclusive transitway through the parking lots adjacent to the Armory. At East Campus, the alignment crosses US 1 at grade on Rossborough Lane.	The transitway follows Paint Branch Parkway in dedicated lanes until the CSX underpass. It turns right at the College Park Metro parking garage passing through the new station development and along the south side of River Road, in dedicated lanes.	The buses enter a tunnel from River Road to East West Highway at Kenilworth Road.	The buses follow East West Highway at grade in dedicated lanes.	On Veterans Parkway the transitway is in dedicated lanes with an underpass at Annapolis Road.	The buses turn left on Ellin Road into dedicated lanes to arrive at the New Carrollton Metro Station.	Alternative 5: High Investment BRT	

	Bethesda / Chevy Chase			Silver Spring			University Boulevard		UM / College Park			Riverdale Park			New Carrollton		
Alternative 6: Low Investment LRT	The alignment follows the Georgetown Branch right-of-way. The alignment starts under the Air Rights Building with a direct elevator connection to the Bethesda Metro Station (south entrance). The trail does not go under the Air Rights Building, but off the alignment through Elm Street Park. The trail is on the north side of the transitway from Pearl Street east.	The transitway follows the Georgetown Branch right-of-way. The LRT and the trail cross Connecticut Avenue at grade. There would be two new bridges over Rock Creek, one for the transitway, and one for the trail. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road, the trail crosses to the south side of the transitway.	At the CSX corridor the transitway stays on the south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16th and Spring Streets at grade.	East of Falklands Apartments, the transitway crosses over CSX tracks, to arrive at the Silver Spring Transit Center.	The LRT leaves the CSX right-of-way on Bonifant Street at grade in dedicated lanes.	It travels on Wayne Avenue in shared lanes, entering a tunnel after Manchester Road and continuing under Plymouth Street to emerge on Arliss Street.	The transitway turns left on Piney Branch Road and continues in dedicated lanes.	The LRT turns right on University Boulevard, in dedicated lanes. All intersections are crossed at grade, except there is an underpass at Adelphi Road.	The trains pass through the University of Maryland campus in dedicated lanes on Campus Drive.	At Regents Drive (the "M") the LRT travels at grade in a new exclusive transitway through the parking lots adjacent to the Armory. At East Campus, the alignment crosses US 1 at grade on Rossborough Lane.	The LRT uses Paint Branch Parkway in shared lanes.	LRT turns right at Kenilworth Avenue into dedicated lanes.	The LRT turns right at East West Highway at grade in dedicated lanes (both directions).	The LRT follows East West Highway at grade in dedicated left turn lanes. Shared under BW Parkway.	On Veterans Parkway the transitway is in dedicated lanes.	Turning right on Harkins Road, the LRT is in dedicated lanes on the south/east side of the roadway to arrive at the New Carrollton.	Alternative 6: Low Investment LRT
Alternative 7: Medium Investment LRT	The alignment follows the Georgetown Branch right-of-way. The alignment starts under the Air Rights Building with a direct elevator connection to the Bethesda Metro Station (south entrance). The trail does not go under the Air Rights Building, but off the alignment through Elm Street Park. The trail is on the north side of the transitway from Pearl Street east.	The transitway follows the Georgetown Branch right-of-way. There will be two bridges over Connecticut Avenue, one for the transitway, and one for the trail, as well as two new bridges over Rock Creek. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road, the trail crosses to the south side of the transitway.	At the CSX corridor, the transitway stays on the south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16th and Spring Streets below the grade of those streets.	East of Falklands Apartments, the transitway crosses over CSX tracks, to arrive at the Silver Spring Transit Center.	The LRT leaves the CSX right-of-way on Bonifant Street at grade in dedicated lanes.	Wayne Avenue in shared lanes with added left turn lanes, entering a tunnel after Manchester Road and continuing under Plymouth Street to emerge on Arliss Street.	The transitway turns left on Piney Branch Road and continues in dedicated lanes.	The LRT turns right on University Boulevard, in dedicated lanes. All intersections are crossed at grade, except there is an underpass at Adelphi Road.	The trains pass through the University of Maryland campus in dedicated lanes on Campus Drive.	At Regents Drive (the "M") the LRT travels at grade in a new exclusive transitway through the parking lots adjacent to the Armory. At East Campus, the alignment crosses US 1 at grade on Rossborough Lane.	The LRT uses Paint Branch Parkway in shared lanes.	LRT turns right at Kenilworth Avenue into dedicated lanes.	The LRT turns right at East West Highway at grade in dedicated lanes (both directions).	The LRT follows East West Highway at grade in dedicated left turn lanes. Shared under BW Parkway.	On Veterans Parkway the transitway is in dedicated lanes.	The LRT turns left on Ellin Road into dedicated lanes to arrive at the New Carrollton.	Alternative 7: Medium Investment LRT
Alternative 8: High Investment LRT	This alignment starts under the Air Rights Building with a direct elevator connection to the Bethesda Metro Station (south entrance). Under the Air Rights Building, the trail is in the tunnel, elevated above eastbound tracks. The trail is on the north side of the tracks between Pearl Street and just west of Jones Mill Road.	The transitway follows the Georgetown Branch right-of-way. There will be two bridges over Connecticut Avenue, one for the transitway, and one for the trail, as well as two new bridges over Rock Creek. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road, the trail crosses to the south side of the transitway.	At the CSX corridor, the transitway stays on the south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16th and Spring Streets below the grade of those streets.	Tunnel from SSTC to Wayne Avenue at Cedar Street	Wayne Avenue at grade in dedicated lanes, with a tunnel under Plymouth Street to Arliss Street.	The transitway turns left on Piney Branch Road and continues in dedicated lanes.	The LRT turns right on University Boulevard, in dedicated lanes. All intersections are crossed at grade, except there is an underpass at Adelphi Road.	The trains go through the University of Maryland campus in a tunnel under Campus Drive.	At Regents Drive (the "M") the LRT travels at grade in a new exclusive transitway through the parking lots adjacent to the Armory. At East Campus, the alignment crosses US 1 at grade on Rossborough Lane.	The LRT uses Paint Branch Parkway in dedicated lanes until the CSX underpass. It turns right at the College Park Metro parking garage passing through the new station development and along the south side of River Road, in dedicated lanes.	LRT turns right at Kenilworth Avenue into dedicated lanes.	The LRT turns right at East West Highway at grade in dedicated lanes (both directions).	The LRT follows East West Highway at grade in dedicated left turn lanes. Shared under BW Parkway.	On Veterans Parkway the transitway is in dedicated lanes.	Turning right on Harkins Road, the LRT is in dedicated lanes on the south/east side of the roadway to arrive at the New Carrollton.	Alternative 8: High Investment LRT	